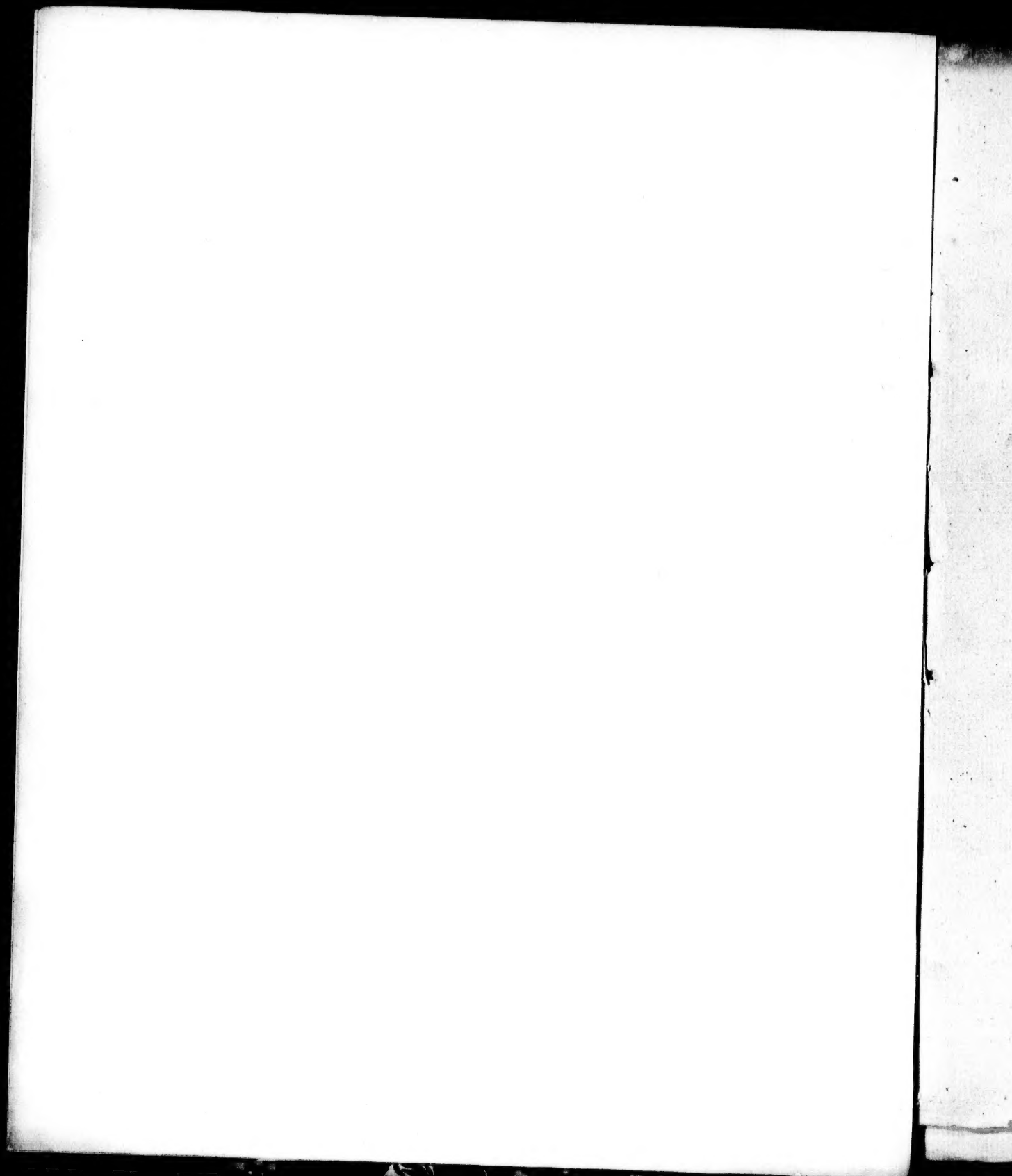




FURTHER
REMARKS ON THE VOYAGES
OF
JOHN MEARES, Esq.

IN WHICH
Several important FACTS, misrepresented in the said VOYAGES,
RELATIVE TO
GEOGRAPHY AND COMMERCE,
ARE FULLY SUBSTANTIATED.

To which is added,

A LETTER FROM CAPTAIN DUNCAN,

CONTAINING

A decisive REFUTATION of several unfounded ASSERTIONS of Mr. MEARES,
And a final REPLY to his ANSWER.

BY

GEORGE DIXON,

LATE COMMANDER OF THE QUEEN CHARLOTTE IN A VOYAGE
ROUND THE WORLD.

L O N D O N:

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TO

JOHN MEARES, Esq.

SIR,

A CONTENTION between individuals is seldom of sufficient importance to be communicated to the Public ; as, generally speaking, few are entertained by, and still fewer are interested in, the concerns of private persons : the present case, however, I humbly conceive not as merely relating to Mr. Meares and myself, but of real importance to all who may hereafter be concerned in prosecuting the commerce of which it is the subject, or navigating the seas where that commerce is carried on.

It

It was from this idea that I pointed out some of the errors in your late publication, and I am inclined to think that you, in some degree at least, feel the justice of my remarks; for in a pamphlet just published by you, intitled, "An Answer to Mr. George Dixon," &c. you attempt to refute them; but it does not appear to me, nor I believe to any unprejudiced reader, that you have succeeded in a single instance: I shall therefore oppose a plain, simple statement of *facts*, to your weak, fallacious reasonings, and leave a candid public to determine between us.

At the conclusion you observe, that "it really *became* your boasted zeal for the right information of the public, to have added a few more of my inconsistencies," &c.

As you seem to think this my duty, I will, previous to the discussion of your pamphlet, point out a *few* more of your inconsistencies.

In page 8 of your Introductory Voyage, speaking of the inhabitants of Ounalashka, you observe "That their diet consists entirely of fish, with the oil of the same for sauce;" but a little farther

farther in the same page, an addition is made to their diet, and we are told, that "The only vegetable these Islands produce is wild celery, which the natives eat as it is pulled out of the ground."

To shew you that wild celery is not the *only vegetable* found at Ounalashka, I shall take the liberty of quoting a passage from Captain Cook, and especially as you wish me to peruse his voyages with attention.—In Capt. Cook's last Voyage to the Pacific Ocean, vol. ii. page 519, we find that "There are a great variety of plants at Ounalashka, and most of them were in flower the latter end of June. Several of them are such as we find in Europe, and in other parts of America, particularly in Newfoundland, and others of them, which are also met with in Kamtschatka, are eat by the natives both there and here.—Of these, Krascheninikoff has given us descriptions. The principal one is the *saranne*, or lily root, which is about the size of a root of garlick, round, made up of a number of small cloves, and grains like groats. We must reckon, amongst the food of the natives, some other wild roots, the stalk of a plant resembling *angelica*; and berries of several different sorts, such as bramble-berries, cranberries, hurtle-berries, heath-berries, a small red
B berry,

berry, which in Newfoundland is called partridge-berry; and another brown berry unknown to us. Here are a few other plants which are found serviceable, but are not made use of by either Russians or natives; such as wild purslain, pea-tops, a kind of scurvy-grass, cresses, and some others. All these we found very palatable, dressed either in soups or in fallads."

Of the above quotations, I have to remark that Captain Cook visited the place the latter end of June and October, you was there the latter end of August, and surely it is not consistent with reason to suppose, that during the space of ten years the face of things were so entirely changed, that every production of nature was swept away, except "wild celery."

A little farther on (at page 10) we are told, that "with this design we purposed to make one port to the westward of Cook's River; and, in coasting along, we saw a large opening, which appeared to be formed by an island, we accordingly steered in for it, and when we were within it, it appeared of very great extent, taking a north easterly course. As we now thought ourselves clear of the Russians, we were in continual expectation of being
visited

visited by the natives, and commencing the advantageous part of our voyage; though we *are* at a loss how to reconcile it, that so large a strait should not have been observed by Captain Cook. Having continued our course up it about twenty leagues, a canoe came off to us from the inland side with three people in it, one of whom came on board, who proved to be a Russian seaman. He was a very intelligent man, and informed us that this was the island of Kodiack, that the crews of three galliots were on duty there, and that there was another island of the same name along the coast. This intelligence was by no means pleasing, as it dashed at once all our hopes of obtaining any trade, at any immediate place, between Cook's River and the Schumagin Isles. We therefore continued our passage through the straits, which were named Petrie's Straits, in honour of William Petrie, Esq. and found it brought us out near that point forming Cook's River, and distinguished by the name of Cape Douglas on Captain Cook's Chart. These straits are upwards of ten leagues in length, and about fifteen in breadth, and cut off a very large tract of continent from the former charts." As I could not by any means understand the above quotation, I of course applied to your chart, entitled "A Chart of the Northern Pacific Ocean, containing the

North East Coast of Asia, and North West Coast of America, explored in 1778 and 1779, by Captain Cook, and farther explored in 1788 and 1789, by John Meares," hoping that would set me right; but here I found myself woefully mistaken, for in that coast you make the straits just mentioned, *thirty-six leagues long*, and instead of its agreeing with your verbal description of the place, I find you have taken it either from Mr. Arrowsmith's chart, or a chart entitled "Cartes des Descouvertes faites par le Russes, et par le Capitaine Anglois, Jacque Cook, dans la Mer du Sud," published in 1787, in which there is a particular chart of the islands forming these straits by Mr. Ismyloff, the largest of which he calls *Kishtac*, but as he did not think proper to name the straits, you Mr. Meares have done it for him."*

I remember when I was on board your vessel in Prince William's Sound, that you told me you entered the straits just mentioned in the latitude 58° north, or nearly so, and that it was so foggy, you thought the land to the eastward to be the barren islands, until a Russian acquainted you it was Kodiack; at the

* This chart is particularly interesting, as on it we find the tracks of the vessels commanded by the Captains Beering and Tschirikow.

same time, you pointed out to me the Whittfuntide Bay of Captain Cook, as the place where you entered the straits; but it should seem, that since you have seen either of the above charts, the fog is cleared away, and you can *now* point out to a certainty where you entered this strait.

In a note, page 24, of your Introductory Voyage, are these words, "When our mutual surprise was in some measure abated, Captain Dixon was informed by me of my condition and the misfortunes we had encountered. To which he replied, that it only lay in Captain Portlock's power to lend us the assistance he saw we so much wanted, and that he purposed to depart very early in the morning to the ships, which were distant near twenty leagues; he also added, he was certain Captain Portlock would put to sea immediately on his hearing this intelligence of us." Any person on reading the above passage, would infer, that Captain Portlock would put to sea purposely to avoid affording you the assistance you so much wanted, and that I had told you so; the fact was, I informed you that when I left the vessels, Captain Portlock was going to lay them on shore in order to examine their bottoms; that I expected by the time I got back, they

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would

would be ready for sea, and that when he came to hear of your wintering in the Sound, and other vessels being on the coast, he would think it unnecessary to wait any longer, as no trade could be expected.

Further on in the same note, you observe, "a few hours after the departure of Captain Dixon, it occurred to me, that if we could possibly launch the long-boat and proceed to the ship, it might be the means of securing some assistance previous to their departure." Pray, Mr. Meares, why did you not mention your inability to launch the boat whilst I was on board? I had seven able hands besides myself, and we surely should have been able to launch the boat without any assistance, and then you might have proceeded in company with us to the vessels; but this seems to have been an after-thought, and introduced now with your usual candour, for the purpose of indirectly charging me with a want of feeling and humanity. In the same note you say, "I took with me two casks of rum and several bags of rice, to exchange for some gin and a little sugar and cheese; all which, Captain Dixon informed me they had in abundance." I did inform you we had such things on board, but the *abundance*, like many others,

is a fabrication of your own. I had my share of the rice you brought, but it being wet, the greatest part was spoiled; in regard to the *rum*, not any of it was brought on board my vessel; of its quality and effects, I shall have occasion to speak by and by.

Speaking of the straits of Juan de Fuca, in your "Probable existence of a North West Passage," page 50, you have these words, "she enters the straits of Juan de Fuca, between the latitudes of $48^{\circ} 30'$, and the longitude 235° east, and latitude $47^{\circ} 50'$ and longitude $235^{\circ} 30'$ east, and finds them fifteen leagues in breadth." According to your chart, the title of which I have given before, we find the north point of these straits laid down in the latitude of $48^{\circ} 40'$, and longitude $234^{\circ} 30'$ east, and the south point in the latitude of $48^{\circ} 20'$ north and longitude 235° east; to say nothing of the breadth of the straits, there is a material difference in latitude and longitude, betwixt your verbal description and the chart; and here, let me entreat you, if hereafter you should publish any thing of the kind, first to get some person to write your account, and afterwards place the written document before the compiler of your chart; and then—though both may possibly be erroneous, they will have at least the merit of corresponding with each other. In

page

page 54, of the "Probable Existence," we find that Mr. Strange also first found the bay called Friendly Cove, which received its present name from that gentleman." I should imagine, if you had only once cast your penetrating eye over the sketch of Nootka by Captain Cook, without reading his account of that place, you would not have asserted that Mr. Strange was the first person who *found* the bay called "Friendly Cove;" but for fear that account should have escaped your notice, I shall here take the liberty of quoting it. "Having now finished most of our heavy work, I set out the next morning to take a view of the Sound. I first went to the west point, where I found a large village, and before it a very snug harbour, in which was from nine to four fathoms water over a bottom of fine sand. Vide Cook's last Voyage, vol. ii. page 279. Mr. Strange had doubtless the honour of naming the harbour in question, but it is pretty evident that he was not the person who first *found* it.

In the "Voyages to the North West Coast," &c. page 326, we find, that "The ship was now entirely land-locked, except at the entrance, and her present situation was named Sea-otter Harbour, from the great number of those animals which were in

the water."—Facing the description just quoted, you give us a plan of Sea-otter Harbour and St. Patrick's Bay, taken by Captain James Hanna; you surely, Sir, cannot, nay, I dare say you do not, mean to obtrude this on the public for the Harbour you have just been noticing; as I find on the plan, lat. $50^{\circ} 41'$ north, longitude $231^{\circ} 24'$ east of Greenwich; when, at the same time you are describing a place of the same name in lat. $55^{\circ} 39'$ north, long. $226^{\circ} 04'$ east. You have also given us a sketch of Raft Cove by Mr. Funter, but as we are not favoured with any verbal description of the place, you might, with equal propriety, have introduced that here also.

We are told in Mr. Duffin's Journal, Appendix, No. 4, that "at sun-set, the entrance of Port Hawkesbury, north by east, Tatooche's Island south, Point Entrance west-south-west, off the latter eight leagues, and from the former three leagues."

Here we find, as plain as it is possible for words to express, how far your boat was up these Straits; for Port Hawkesbury is the easternmost part she was at, and Point Entrance the west entrance of the Straits; distance between the two Points 11 leagues; but

D

you

you have *stretched* these 11 leagues to nearly 30, for, speaking of of 'the boat in page 179, " Voyages to the North West Coast," you say, " She had sailed near thirty leagues up the Strait, and at that distance from the sea it was about fifteen leagues broad, with a clear horizon stretching to the east for fifteen leagues more."

Be so good, Mr. Meares, as to inform me how you reconcile this difference between the master of the boat's journal, and your own account, for, I am free to confess, I cannot possibly do it.

Having now pointed out a few more of the inconsistencies in your quarto volume, not to call them by a harder name—I shall proceed to notice the petty, malevolent assertions which fill your pamphlet, in order that, to use your words, " my silence may not be interpreted as an acquiescence in the folly of your observations, and the falshood of your assertions."

You begin by observing, that " In a work, entitled, A Voyage round the World by Captain George Dixon, and which is dedicated to such a respectable character as Sir Joseph Banks, by the
same •

same George Dixon ; who, in the dedication of the volume, represents himself as the Author," &c.—In that dedication I return my sincere acknowledgements to Sir Joseph Banks for his condescending to favour me with his name to it ; but if you had taken the trouble of perusing my Introduction to the work mentioned in the above quotation, you would have found in it the following passage :—" It yet remains for me to bespeak the candour and indulgence of the reader, in perusing the following work, as it was written by a person on board the Queen Charlotte, who has been totally unused to literary pursuits, and equally so to a seafaring life. However, to obviate any objection that might possibly arise from his deficiency in nautical knowledge, I have been particularly careful in correcting that part of the work."

The person just alluded to has also put the initials of his name to each Letter, and, as I informed you in my last, is in London, so that I could not easily " represent myself as the author."

You next come to that part where notice is taken of your people having free access to spirituous liquors. I have every reason to believe that the passage quoted by you, and on which you

are so very free in your remarks, was inserted from the positive assertions of your own people: but I can speak with certainty of its pernicious effects, for two of my people, who were along with me when on board your vessel, were totally unable to do any duty for a considerable time, entirely owing to drinking grog mixed with your *rum*, as you were pleased to call it. I naturally imagined at first that this arose from their drinking to excess, but I found this was not the case, though it seems the allowance at that time, on board your vessel, was *rather more* than "half a pint a day per man," for your people brought the spirits by pailfuls.

REMARK

REMARK THE SECOND.

AFTER altering some expressions which you say arose from the haste with which your Voyages were prepared to meet the circumstances of the moment, you have these words: "That you supplied the Captains Duncan and Colnett, in their distress, with one puncheon of molasses, some Sandwich Island pork, articles of trade, a copy of your charts, and part of your log-book, may be very true. But will you take upon you to say, that this supply was equal to their distressed condition, or to your power of alleviating it?—If the latter, from what idle vanity did you make a boast, on your arrival at Canton, that, although you had been out twenty-three months, you had no occasion to purchase any article of stores or provisions for your homeward-bound voyage to England."

To these queries, though made with a degree of haughtiness peculiar to Mr. Meares, I readily answer,—That the supply in question was all in my power to grant, without a material injury to my own ship's crew, except a little vinegar, which was in-

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tended.

tended for them, but omitted to be put on board through mere inadvertency and hurry at parting.

To satisfy the public that I could not have the "*idle vanity*" of making a boast in Canton, that I wanted neither stores nor provisions, although I had been from England twenty-six months, I shall here give a list of what articles I purchased at Canton and St. Helena :

At Canton.	{ Arrack, 325 gallons
	{ Tar, 3 barrels
	{ Pitch, 3 barrels
	{ Canvas, 2 bolts
	{ Twine, 18 skains
	{ Dammer, 300lb.
St. Helena.	{ Canvas, 1 bolt
	{ Tar, 1 barrel
	{ Pitch, 1 ditto
	{ Twine, 12 pounds
	{ Rice, 5 bags
	{ Potatoes, 20 bushels.

A little farther on you say, "Nor do I fear to hazard an opinion that the return of the *Princess Royal* to China was owing to your avarice; had she received from you, Sir, what you could so well have spared, and setting aside the common dictates of humanity, you ought to have bestowed for the interest of your owners, that vessel might have remained another season on the coast of America. Captain Duncan is now in London, and I am most willing to rest my credit on his testimony, respecting all I have said concerning the transactions between that worthy man and yourself. If you do not recollect the precise quantity of those spirits, stores, &c. which, after a three year's voyage, you brought back to the Thames, the Messrs. Etches's, perhaps, will trouble themselves to re-inform you."—In the copy of your Memorial presented to the House of Commons, I find that Messrs. Etches's and yourself are in partnership; I am surprised they should neglect informing you not only of the quantity and quality of the returned stores, spirits, &c. but the time when, and the place where they were bought, as they are in my account which was delivered to them upwards of two years ago; perhaps, as that account yet remains unsettled, they, in the great hurry of business such

public

public spirited Merchants in general are, have not had time to look it over.

You say you are most willing to rest your credit with the public on the testimony of Captain Duncan, so far as relates to the transactions betwixt him and yourself; this being the case, I shall here insert a letter I have received from that Gentleman; and the more willingly, as it contains information in regard to that part of the coast which Captain Duncan explored, which neither Captain Douglas, yourself, or any other person had in their power to lay before the public.

To Captain GEORGE DIXON.

"SIR,

HAVING seen a letter from you addressed to John Meares, Esq. containing some remarks on that Gentleman's Voyages to the North-West Coast of America, I was not a little surprized

to

to find he had made an attack upon you in his publication ; but much more so, on seeing he had named me as the author of his unfounded assertions ; which, I would hope was not so much meant to prejudice me, as to swell his own volume.

“ However, my good Sir, I find your friendly offices have not been wanting, during my absence, to vindicate me, which, though with justice you could do ; I cannot but feel grateful for such a mark of friendship. He probably thought that I might never return from Hudson's Bay, or that I would pass over in silence his unmerited accusations.

“ When I first met Lieutenant Meares on the West side of America, I thought him both the officer and the gentleman, and am willing to consider him so still ; but the latter towards me he has deviated from widely, particularly so, as after his professions of friendship, I had every reason to expect the reverse of what I have met with.

“ In page 201, Voyages to the North-West Coast of America, I have seen the following note : “ On inquiry of Captain

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Duncan concerning his distressed condition, he told me that he had met Captain Dixon in the Queen Charlotte, and though that ship was on her return to China, and abundantly stocked with every thing, and though she belonged to the same owners with the Princess Royal, the *provident* commander thought it much better to carry all his stores back to China, than to spare any of them to the latter vessel, though they would have been so great an alleviation to the hardships of her voyage."

"The foregoing assertion I avow to be without foundation; he says, "the Queen Charlotte was on her return to China." That ship at the time I met her never had been at China, and had been from England twenty-three months, I had not been quite ten, when you were kind enough to spare the Prince of Wales and Princess Royal, one puncheon of Molasses, two casks of Sandwich Island Pork, a quantity of trading goods which were divided between the two aforesaid vessels, we also took many useful remarks from your journals, &c. all of which were of infinite service to ourselves and owners. After which it is very improbable I should be guilty of such ingratitude to a man I received such attention from; particularly not having it in my power to make

make the least return, although so late from England; so that Mr. Meares must have misunderstood me in naming you, Sir, instead of our owner, Mr. Richard Cadman Etches; who, from his unjust treatment to me, and the many deficiencies even of common necessaries, in the vessel I was sent out in, has merited every censure from me; I have only been paid my wages a few months ago.*

“ Lieutenant Meares mentions in his Voyage, that he is astonished how I could proceed to China, without the assistance which he afforded me off Nootka, when I was about leaving the coast.

* Captain Duncan has been particularly fortunate in recovering his money, for some time after I came home, I accepted a bond of payment of a much less sum than is actually due to me, and which was ascertained by Mr. Etches and filled up by his attorney, to pay the same twelve months after date, but when due, was dishonoured.

Upon my commencing an action in the Court of King's Bench, the same was defended and tried by one of the parties to the bond. I obtained a verdict for the whole, after which, a writ of error was brought, and a bill of Chancery filed to delay payment by all the parties, and the money is not yet recovered.—I will just observe, that I arrived in the port of London in September 1788, and Captain Duncan the following August.

“ I met

“ I met him, as he relates, excepting the distress, he says, I was in; it is true, I received some assistance from him, which, though I was not distressed for, proved very acceptable. I will mention the articles I received; which were, forty gallons of arrack, five gallons of brandy, one quarter chest of tea, two China hams, one pine-apple cheese, some rice and pepper, and twenty pound of tobacco for my crew. The plentiful supply of provisions that I procured at the Sandwich Isles the Winter before, had amply relieved my distress; and I was happy then to have it in my power to return the favour I received from Lieutenant Meares; and I well know, that what he got in return, was equally acceptable; as, from his own information, he was in want of provision. I sent on board the Felice, one cask of beef, two of pork, thirty fathoms of nine inch cable, one anchor of four hundred weight, and a grindstone; the three last articles were of equal service with the former, he having at that time a small vessel on the stocks at Nootka; where he told me he had a fort, guns mounted, and *Portuguese colours* flying.

“ The next thing I have to rectify is, his mistake in saying,
“ I occupied almost a whole summer at Queen Charlotte's Isles,

and yet strange to tell, that I quitted the coast of America without knowing that Captain Douglas had already taken the same course."

"From this assertion, my owners, and those who read Lieutenant Meares's publication, may conclude, that I loitered away the summer of 1788, which he alludes to, at so confined a spot as Queen Charlotte's Isles.

"I shall refute his misrepresentations, by entering into a short detail of my proceedings that summer.

"After having spent three of the winter months among the Sandwich Isles,—on the 20th of March I left the Island Oneghow, in company with the Prince of Wales, and stood to the northward in order to get on the coast of America as soon as possible.

"On the 31st of March we parted company by consent, the Prince of Wales for Prince William's Sound, and the Princess Royal for Nootka, in which harbour I anchored at 11 o'clock at

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night,

night, having only made the land at noon that day. The head of my rudder having been near wrenched off at the Sandwich Isles, from the violence of the swell while at anchor, I here wanted a new one, which was begun at daylight next morning, by cutting down a tree for that purpose; it was a tedious job for one man, and was not completed so that I could put to sea, until the 10th May, when I stood for Queen Charlotte's Isles, and anchored in Luxæna Bay near Cape St. James, on the 14th; failed on the 19th, and on the 20th anchored in Etches's Sound; failed on the 24th, and anchored again on the 25th, about 15 leagues farther to the northward; failed on the 28th, and anchored again that evening 10 leagues farther north; failed on the 31st, and stood over for Princess Royal's Isles, the weather being bad and the coast dangerous. On the 1st of June I got in amongst Princess Royal's Isles, and not finding anchorage, made fast to trees, head and stern; boomed the vessel off from the rocks, and on the 2d of June in the evening, anchored in the mouth of Ayton's River about 15 leagues north-east off where I had stopt the night before; failed the next night, and on the 5th made fast to trees on shore again for want of anchorage; on the 6th anchored at some small distance in a small creek. Here I near lost my boat's crew

crew by the treachery of the natives. In this situation I lay until the 10th, and failed again to the westward down the Sounds which I had come up, and that evening anchored in a small creek in order to trade with a tribe of Indians. I here met with a heavy gale of wind, which prevented my sailing until the 15th in the morning, and that evening I anchored in Port Stephens, where I lay until the 19th; failed in the morning, and in the evening made fast to some trees, there being no anchorage. On the 20th in the morning, failed and stood to the northward along Prince's Royal's Isles; not seeing any signs of Indians, left Prince's Royal's Isles, and stood over again for Queen Charlotte's Isles, to visit a tribe which I had heard of, and anchored on the 23d off the mouth of Trollope's River, here I was successful in the fur way; failed from this place the next day, and on the 27th anchored again about 18 leagues farther to the southward and traded; failed on the 29th, and on the 2d of July anchored in Etches' Sound; here I expected to have heard of my consort the Prince of Wales, but the natives had not heard any thing of her, or any other vessel during my absence; traded for some furs, and on the 6th of July left the Sound, and a letter in the care of the Chiefs for Captain Colnett, which he afterwards received.—I had appointed to meet Captain Col-

Colnett at Queen Charlotte's Isles, but not finding him on my arrival here, I deemed it useless to wait, therefore in my letter I informed him where I had been since we parted, and the route I intended to take, and immediately stood over for Princess Royal's Isles, to the southward of where I had before visited. We had heavy gales of wind, so that I did not get into port again before the 14th, where in the evening I anchored in a small cove in Millbank Sound; here I traded with the natives for some excellent otter skins, and was obliged to lie still and dry a number of wet skins that I had procured in rainy weather; sailed on the 18th and stood to the southward, anchored on the north end of Calvert's Island, where I lay the night of the 21st, and stood up Sir Charles Middleton's Sound against a strong current for ten hours, founded, 180 fathoms brackish water, no bottom; after driving up and down this sound with calms, and counter-tides, I anchored in Port Safety on the coast side of Calvert's Isle; here I hauled the vessel on shore to clean her bottom, it being very foul. The tempestuous weather prevented my sailing until the 2d of August, when I sailed and traced the coast down to the southward and anchored off Port Brooks on the 5th of August; not finding any furs here, I left it the same evening and stood for Nootka,

where I had promised to join my consort the following day, and was met by the Felice, Captain John Meares, on the 7th, off Nootka, under Portuguese colours; on my first hailing him from whence he came, I was answered, from Lisbon, and that she was commanded by Don Antonio Pedro Mannella, or some such stuff, which I knew to be false; however, as I said before, "Mr. Meares and I met friendly and parted the same." My consort not having arrived at Nootka, I stood to the southward along the coast, and anchored off the village of Ahouset on the evening of the 8th, where I lay trading with the natives until the 13th; sailed, and on the 15th anchored before the village of Claasit on the south side of the straits of Juan de Fuca. Having got what skins the natives had, I left the coast on the 17th, which I should not have done so soon, but that I had made an appointment to meet the Prince of Wales on a certain day at the Sandwich Isles, in order to go in company together to China. Thus I traded the coast of Queen Charlotte's Isles from Cape St. James, (named by you) in latitude 52° along the east side of it up to 54° , and from 54° on Princess Royal's Isles, down to the latitude of 51° , where they end, and then down along the coast to the straits of Juan de Fuca, in the latitude of $48^{\circ} 30'$, during which route I was at an-

chor in nineteen different places, very often at a great risque, as the greatest part of them were very unsafe to lie in when it blew hard, and difficult to enter. Without the greatest exertions I could not have collected so fine a cargo of furs as I did. I would wish Lieutenant Meares to understand, that I did not come to the coast of America to learn my duty of him or any thing else. What you say in regard to his charts being partly made from mine, that I am sure is an absolute fact, as neither Meares or Douglas have but a faint knowledge of the east side of Queen Charlotte's or Princess Royal's Isles, where there appears to be the greatest prospect of a passage to the eastward among the latter. This I assert from knowing that Captain Meares never was on that part of the coast; and from seeing Captain Douglas's track he appears to have had little communication with the coast, either of Queen Charlotte's or Princess Royal's Isles.

“ You will at once perceive that these are only a few heads of the particulars which my logg-book and journals contain; they are in possession of Alexander Dalrymple, Esq. where they may be referred to if necessary. How far Captain Meares may have misled the public, I have taken no farther notice of, than what relates

to myself, and if you think it merits a place in your next publication, you have my liberty for putting it in.

"I am sincerely yours,

"CHARLES DUNCAN.

Islington, Jan. 17, 1791.

"N. B. At the time I met Captain Meares off Nootka, he had only one cask of beef and of pork on board the Felice, as he afterwards informed me by letter, while I lay at Ahouset, and said that his consort, the Iphigenia, was more distressed than he was; the Felice's compliment were 35 men; it appears absurd, where he mentions I could not get to China without tea, grog, and tobacco, at that time I had plenty of Indian tea on board; spirits I had been without upwards of twelve months, and tobacco I never make use of any. Some of my crew are here upon the spot who were on board the Felice, and can certify who were the most in distress; my crew having as much as they could eat of Sandwich Island pork, bread, flour, and spruce beer. His people declared that they were fed upon iron hoops and beads,

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alluding to their having been served with pieces of iron hoops and beads to procure fish from the natives to subsist upon, not having tasted meat for two months."

IN order that the public may see some of your actions, mentioned in Captain Duncan's letter, in their true light, I shall here quote an extract from the memorial presented by you to the House of Commons.—“ Your memorialist thinks it necessary upon this occasion to explain, that in order to evade the excessive high port charges demanded by the Chinese from all other European nations, excepting the Portuguese, that he and his associates had obtained the name of Juan Cawalho to their firm, though he had no actual concern in their stock; that Cawalho, though by birth a Portuguese, had been naturalized at Bombay, and had resided there for many years, under the protection of the East India Company, and had carried on an extensive trade from thence to their several settlements in that part of the world.

That

“That the intimacy subsisting between Cawalho and the Governor of Macao, had been the principal cause of their forming this nominal connection; and that Cawalho had in consequence obtained his permission that the two ships above mentioned, *in case it should be found convenient so to do, should be allowed to navigate under, or claim any advantages granted to the Portuguese flag.*

“That this permission had answered the purpose of your memorialist, so far as respected the port charges of the Chinese, until the return of the Iphigenia; but the Portuguese Governor dying soon after her departure, and Cawalho becoming a bankrupt, his creditors demanded his interest in that ship; that your memorialist having resisted their claim, an application was made by them to the succeeding Governor for possession of the ship; that the Governor had, in consequence, investigated the transaction, and finding that Cawalho had no actual concern or interest in the property, obliged her to quit the port; that this proceeding had subjected the Iphigenia at once, to the increased port charges, which were instantly demanded by, and paid to, the Chinese.

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"Your memorialist has stated this transaction thus fully, in order to shew that the Iphigenia and her cargo were actually, and *bona fide*, British property, as well as to explain the occasion of the orders which were given to her commander."

You, perhaps, may remember, Sir, that when I first went on board your vessel in Prince William's Sound, I inquired by what authority you was trading on that coast under English colours; at the same time I informed you that no vessels under such colours had any right there, unless they had a licence from the South Sea Company, this you declared you had not: shortly afterwards, when you came on board our vessels at Montague Island, you perused our licence from the South Sea Company, and I doubt not but you afterwards saw it at Canton, for mine * was in the hands of Mr. Cox, at whose house you resided. From this statement of facts, your hailing Captain Duncan under Portuguese colours, and afterwards acquainting him that you had

* I have left Captain Duncan's letter, my South Sea licence, the East India Company's licence, the Articles signed by my people for performing the voyage, and Mr. Etches's instructions to Captain Portlock, in the hands of Mr. Stockdale, where any gentleman may peruse them.

a fort in Nootka with guns mounted, and Portuguese colours flying over them, it appears perfectly evident that to *evade the Chinese port charges* was not your only motive for procuring Juan Cawalho's name to your firm; for neither that name, or the Portuguese colours at Nootka, could any ways affect the port duties at Canton: no, Sir, your principal motive was to evade the *South Sea Company's licence*; fearful that you might fall in with some British ship, who probably would seize your vessel and bring you to England: upon my word, Sir, this conduct proved you to be a *man of business*, with a vengeance, it was properly "*killing two birds with one stone.*"

You say in "Remark the Third," "With respect to the equipment of the King George and Queen Charlotte, I represented it as it was, of a very superior kind, such as the port of London could alone afford."

If this really was the case, that no port but London could afford such an equipment, you ought to have given a list of it, as that would be of the utmost service to merchants who send ships on distant voyages from any other port, particularly as we find in
your

your publication, that you are possessed of such a patriotic spirit as to venture not only your fortune, but what is still dearer, your life, *in favour of British commerce*. Had your partners not been able to have furnished you with a list of the articles both ships had on board, I could have given you a particular account of the stores and provisions sent on board the *Queen Charlotte*, had you applied to me.

Farther on, in the same remark, " It may indeed be presumption in me to appear to know more of the objects of your own voyage than yourself; but, notwithstanding your assertion to the contrary, I am still of opinion that one of them was to form settlements and factories on the coast of America, and that for this purpose, Mr. Wilby was put on board the *King George* to undertake the direction of an infant colony with proportionable men and artificers. Besides, I have now before me a copy of the orders given to Mr. Portlock who had the honour of commanding you; which were drawn up by Messrs. Etches, &c. in the true spirit of commercial understanding and honour. These instructions particularly recommend their commanders to fix an establishment in Nootka Sound; and as it was not the incapacity,

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at least of your equipments, or a deficiency in your instructions, which prevented you from performing that part of your duty, you would have done well not to have mentioned the subject at all, if you had no better means of justification than evasion and falsehood." In regard to that part of this remark, where you say that Mr. Wilby was put on board the King George to undertake the direction of an infant colony, with proportionable men and artificers; I answer, that no such men were on board either the King George or Queen Charlotte as you describe, to attend Mr. Wilby; our people having all, to my certain knowledge, signed articles for a voyage of three years and a half out and home. Again, in the part of the instructions you have quoted, we find that the men to be left with this Governor, that was to be, were "to turn out volunteers, to be companions to Mr. Wilby." In my vessel, I had no such volunteers, neither, I dare say, had Captain Portlock; and if he had, as the instructions you have been pleased to favour the public with *a part of*, invested him with a discretionary power to settle them at any place he thought proper on the coast, I should imagine, had Mr. Wilby and his volunteers only hinted to him a wish to stay, he would have complied with their request at Port Etches; for, by his own

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words, he seems to think this an eligible place for a settlement, for, speaking of Port Etches, in his Voyage, page 251, he says, "It hath several advantages over any place I have seen on the coast; one of them is, that it lies so near the sea, that in all probability it would be one of the last places that would freeze, and one of the first in which the ice would break up. In the next place, you would be much sheltered by the high land lying to the eastward and northward, from the bleak winds in the winter, and you have all the southern aspect open over the low land which lies to the southward of you, which land, in a little time, might be turned to very useful purposes in raising articles of food for the settlers." To the latter part of your remark, where you assert, "I had no better means of justification, than evasion and falsehood;" I answer, if you, Mr. Meares, really think so, why did you not produce, (as I am sure Messrs. Etches would have favoured you with such a thing, *if they had it*,) a copy of the agreement between them, and those men and artificers they had engaged to attend this *paper governor*? But though neither Capt. Portlock or myself could find volunteers to quit our vessels and live on shore, it is pretty evident that you had those on board who preferred the shore, without either settlement or protection, to

your ship; for what reason, I shall leave the public to judge after quoting the following passage from Portlock's Voyage, page 254.

"I omitted in its proper place to mention, that at the south part of the little bay where we found the water-creffes, we saw a tree with an inscription on it, the characters, some were of opinion, were Greek; but for my own part I could not make out what most of them were; they were badly cut. It appeared to me as if the inscription had been made in the latter part of the last year, and I am of opinion by a man, who, some time after the Nootka's arrival, left her; this man is a native of one of the islands in the Mediterranean, and it should seem was drove from the Nootka by bad usage, and I believe is still among the Indians."

Immediately after that part of Mr. Etches's instructions to Captain Portlock, which you have thought fit to favour the public with, you observe, that "more clear and explicit instructions were perhaps never given than those delivered by your owner to Captain Portlock and yourself; and never were orders more strangely perverted, or more shamefully disobeyed."—Had you, Mr. Meares, not mutilated those "*clear and explicit instructions*," as you think proper to call them, the public might have seen the fol-

following passage: "And as it is impossible to foresee the accidents that may arise in such a voyage, you have full power to act according to your own discretion for the benefit of the undertaking." And that Captain Portlock did act for the benefit of the undertaking, according to the best of his knowledge, as far as circumstances would permit, there is not a shadow of doubt.

You next observe, that "Your destination was King George's Sound, where you were to establish a factory; and which, strange to tell, you never ventured to enter. The King George and Queen Charlotte arrived *off the Sound* from Owhyhee, one of the Sandwich Isles, with their crews in full health and spirits; there you remained upwards of a fortnight, without pushing into the Sound: by day, indeed, you neared the land, and sometimes even made the opening of the Sound, but no sooner did the favouring night approach, than you retreated, and took care to run farther out to sea than you could make the following day. Though, if I am not very much misinformed, your ship was often tacked, and her head pointed to the land, without your knowledge, and without the desired success." Of all your misrepresentations I have had occasion to notice, scarcely any of them

them are so palpably false as that just quoted. The time from our leaving the Sandwich Isles, to our arrival off King's George's Sound, was three months and ten days, during which time, we had been in Cook's River; "after leaving that place, we steered to the southward and eastward, attempting at several places to come to anchor, but without success; arrived off King George's Sound, September 23d, and after repeatedly attempting to get in, the weather all the time being very stormy, we gave it up at 7 o'clock, P. M. on the 28th, and stood for the Sandwich Islands."

By the above account, taken from the logg-book, the reader will at once perceive that you have *only added nine days* to the time we were off Nootka: you have also *only modestly hinted*, that we made a direct course from Owhyhee to King George's Sound; off which place we arrived with the crews full of health and spirits: for shame, Mr. Meares! how could you possibly make these assertions, when you must know that "a plain tale would put you down?"

You say, "By day you neared the land, and sometimes even made the opening of the Sound; but no sooner did the *favouring*

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night approach, than you retreated."—Be so good, Sir, as to inform us why the *night* become so peculiarly favourable for entering Nootka Sound, where the shores are lined with funken rocks, some of which lie a league or more from the shore. (Vide Cook's last Voyage, vol. ii. page 265, and his Sketch of Nootka Sound.)

But, perhaps, as you was a settler there, you have found a regular sea and land wind at the place, which sets out all day, and in at night; though it is the reverse to all winds of the kind I ever heard of: was this the case, you ought to have given an account of it in your publication. You next observe, that if you are not very much misinformed, "my ship was often tacked, and her head pointed to the land without my knowledge." This assertion favours so much of real ignorance in nautical matters, that I should have thought a gentleman of Mr. Meares's *professional knowledge* would only have laughed at such information, *if any such he really had*; but I should not now be surpris'd to hear you advance, that on leaving England I fell asleep, and never waked until I was on board your vessel in Prince William's Sound.

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Farther on you observe, " If Captain Cook had lived to finish his work, you, Sir, would probably have been spared the trouble of your discoveries." Happy should I have been if a life so valuable could have been spared to his country ; having had the honour of serving, if not immediately in his vessel, yet under his command, in the voyage where he came to so untimely and lamented an end.

I shall here give a list of all the charts which you acknowledge to have made use of in compiling yours ; at the same time, give me leave to observe, that you did not own yourself indebted to any person whatever, until you were forced to it. The charts I allude to, are Lieutenant Roberts's, Mr. Arrowsmith's, Captains Berkley, Maruelle, Hanna, Lowrie, Guise, Portlock, and my own : were all the parts you have taken from the above charts, extracted from that part of the North West Coast of America betwixt the latitude of 60° north and 47° north in your chart, I am apt to think there would be a very small portion of land remaining.

I find

I find this remark on Captain Berkley's chart: "You observe, Sir, in something like a tone of triumph, that I was in possession of Mr. Berkley's chart, which you say includes the utmost extent of my progress to the southward." The former part of the assertion is true, but the latter is false; nay, fortunately for me, I have Mr. Berkley's chart in my possession, which proves that he did not go farther to the southward than 47° or thereabouts; and $45^{\circ} 30'$ is the point where my course is completed." Here you have evidently given a wrong extract, for, in my letter to you, the passage stands, "as far, or nearly so, as you went;" besides, I cannot find, *even by your own account*, that you have discovered any thing to the southward of Captain Berkley.

As you acknowledge a longitudinal *mistake* in $56^{\circ} 38'$ north latitude, I shall proceed to the track of the Washington, which you now own to have taken from the information of "Mr. Neville, a gentleman of respectable character, who came home in the Chesterfield from China."

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Having never seen or heard of this Gentleman before, I have no right to doubt the verbal information he may have given you, neither would I have it insinuated that I ever did. All my thoughts on the subject are, that before you suffered such a track to appear on your chart, you should have seen it delineated on paper, with either the latitudes and longitudes, or the vessel's run; but you, Mr. Meares, it seems, thought otherwise, for it appears by your own words, that you never saw any thing of the kind; as you tell us in page 56, "Observations on the probable Existence," &c. "It is probable, however, that the master of that vessel did not make any astronomical observations to give a just data of that station."—You proceed, "Your sarcasms, Sir, on the manner in which I speak of Captain Cook, in my observations on the north-west passage, proceed from the habitual liberality of your mind. I wrote the sentiments which I felt, nor do I fear to repeat it. Though the Felice and Iphigenia did explore the latitudes from 56° to 47° north, there is every reason to lament that Captain Cook was prevented from making such an examination as would have proceeded from him."—Here, Sir, you plainly acknowledge to have done nothing to the southward of what Captain Berkley has laid down, in the chart you was in

possession of. You also say, "you have endeavoured, to the utmost of your information, to particularize the merits of every Gentleman employed on the Coast of America. Captain Duncan did explore a considerable part of the coast between 50° and 52° . If you, Sir, observe what Captain Duncan says in his letter, we there find that he was not confined between the latitudes of 50° and 52° , but that he has traced the coast along from 54° to 47° ; moreover, I have at present by me a sketch of the entrance of the Straits of Juan de Fuca, by Charles Duncan, Master in the Royal Navy, dated the 15th of August, 1788, and published by Mr. Dalrymple, January the 14th, 1790; in which sketch we find Captain Duncan was at anchor in the Straits, off the village of *Claasfet*. The width of these Straits, by the sketch just mentioned, appears to be fourteen miles; you make them fifteen leagues. Pray, Mr. Meares, how do you, who never were in the Straits, reconcile this difference?

Again, "Captain Berkley's name is continued by me to the Sound to the southward of Nootka."—Captain Berkley is certainly much obliged to Mr. Meares for condescending to let his name remain in that situation.

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“ But, though his boat was in the Straits of Juan de Fuca, he never was, as appears from his own chart.”—Nor were you ever there, Mr. Meares, any more than Captain Berkley, if we are to believe your own account, for you say, page 50, “ On the probable Existence,” &c. “ If it should be asked why these Straits were not penetrated, or at least some attempt made to penetrate them, the answer is at hand, the destruction of our commercial enterprize by the ships of his Catholic Majesty.” You here undoubtedly mean, that you did not enter these Straits with your ship, for we find Mr. Duffin was sent to explore them in the long-boat.

A little farther are these words :—“ I have certainly dared to rob the channel of the Charlotte Isles of the *title of Dixon*, for no better reason than because the enterprising, intelligent, and humane navigator, who thought so proudly to distinguish it with his own name, never saw that channel, according to the evidence of the track on his own chart ; I have therefore ventured to give it the name of the man who boldly pushed through it.” To the first part of your assertion, where you say I never saw the channel, you will, I think, on reflecting only for one moment, find
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yourself mistaken ; for you may find my track up it, from Cape St. James, in the latitude $51^{\circ} 48'$, to the latitude $53^{\circ} 10'$, nearly ; and, from where the same track is laid down at the north end of the channel, I could, most assuredly, see a clear, uninterrupted horizon considerably within the entrance, and without seeing near so far as you say the people, in your long-boat, saw to the eastward in the Straits of Juan de Fuca, in "Voyages to the North West Coast," &c. page 179. "She had sailed near thirty leagues up the Strait, and at that distance from the sea, it was about fifteen leagues broad, with a clear horizon stretching to the east for fifteen leagues more."

As your people never landed, they must have seen this forty-five miles to the eastward, *out of the boat* ; but I cannot find it possible, even for the eagle-eyed Mr. Meares, to see from a boat like her, any thing near that distance ; for no mode of calculation that I know of, where the height of the eye could not be above seven or eight feet, will, after allowing for refraction, give the distance to be seen on the horizon, more than six miles. From the mast head of my vessel, I was enabled to see nearly twenty miles, which, in the latitude $54^{\circ} 30'$, gives thirty-four miles
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of longitude : this, Sir, when laid off from my track to the eastward, will at once convince you that I must have seen into this channel or strait at the north end of it : that I did not sail through it is true, being prevented by contrary winds.—As to what name the channel is known by, is of little consequence ; I shall only observe, that when I laid my MS. chart before Sir Joseph Banks for his approbation, I at the same time requested him to name such places as I had not filled up, and he did me the honour to insert mine in the place you find it on the chart.

You have also, perhaps by way of "*stripping the filly jay of his borrowed plumage*," changed the name of Forrester's Island to that of Douglas, I know of no other motive you could have for doing it.—I now come to that part of your answer where you mention Cook's River ; here you say, " I find no data in Captain Cook's Voyage to determine the non-existence of a passage. There is no declaration from him that militates against the navigation of a ship beyond the Narrows."

For an answer to the first part, you shall have Captain Cook's own words, from vol. ii. page 397, of his last Voyage—" It was

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a satisfaction to me, however, to reflect, that if I had not examined this very considerable inlet, it would have been assumed by *speculative fabricators in geography* as a fact, that it communicated with the sea to the north, or with Baffin's or Hudson's bay to the east."

To the latter part I can only answer, that I should have been greatly surprised if there had, for Captain Cook was forty-six miles above the Narrows, and his boats much farther: see his chart of that place.

Afterwards, you observe, "You, however, with your usual eagerness and ignorance, take possession of the Shoal placed above the Narrows, in order to form a barrier against all farther navigation up the river; but to dispossess you at once of your important situation, I must inform you that ships can navigate on each side this formidable Shoal."—I am obliged to you, Mr. Meares, for your information, though it is of no service to me, having been many miles above this Shoal, at the time Captain Cook was up the river; however, as I think good offices should never be suffered to pass unrequited, I will endeavour to repay you with a little advice,

advice, which is, to send your information to the *compiler of your chart*; and then perhaps, in your next edition, I shall be able to find the Shoal, for in the present map, I believe nothing of the kind is to be seen.

You next observe, " You ask me why I produced the voyage of the Iphigenia, when it was in my power to have brought forward that of Captain Duncan. I answer; because, without retracting from the acknowledged merit of Captain Duncan, I prefer the journal of the Iphigenia to every other. I consider Captain Duncan as the best authority for the navigation between the Charlotte Isles and the main; or, at least, what we take to be so. This circumstance, with his traverses from shore to shore, justifies the application I have made of his voyage to my chart." It appears to me very extraordinary that you should prefer the journal of a man who had just run through the channel, to that of one who had navigated it part of two seasons, and had so often crossed from one side to the other; and particularly so, as we are told in page 369, " Voyages to the North-West Coast," &c. on Captain Douglas's visit to this place, that " The weather had been so thick and hazy since they had quitted Nootka Sound, that it

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was impossible to get a sight of the moon or stars for the purpose of making an observation; Captain Douglas, therefore, was under the necessity of reducing the longitude of the different places which he visited, from the observations he had made during his voyage of the preceding year."

"He (Captain Duncan) undoubtedly visited the great northern Archipelago prior to Captain Douglas; but, from his distressed situation, he quitted those parts without knowing there was such a channel as that through which Captain Douglas made his way." It does not appear from Captain Duncan's letter, which I have already inserted, that he was in a very distressed situation, for we there learn, that he supplied you with provisions; and it not only appears ridiculous in the extreme, but shews the most consummate ignorance for any one to assert, that he knew no such place as the channel in question; for any person casting an eye over Mr. Arrowsmith's chart will there find his track laid down.

What you say in regard to Captain Berkley's completing the voyage from Europe to America, and from there to China, in twelve months, is no more than any other person may easily do,
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provided he goes no farther to the northward than King George's Sound, and has a good sailing coppered vessel, like Captain Berkeley's; nay, probably we should (as you say we ought) have done the same under similar circumstances: as to Captain Berkeley's superior knowledge in navigation and commerce, I never called his abilities in question in either of those particulars. I come next to examine your differing so materially as you have done from Arrowsmith's chart, where you observe, "your charge against me, that, in the only place where I acknowledge Mr. Arrowsmith's assistance, I have made such an extraordinary deviation from him as $19^{\circ} 45'$, would be of a very serious nature indeed, if it were true; but the accusation, from its flagrant falsehood, proves nothing more than the mad malice of the man who makes it."

Here I shall examine Captain Cook's chart, Mr. Arrowsmith's, and yours; and then leave the reader to determine whether my accusation is true, or a "flagrant falsehood." In Captain Cook's chart, by Lieutenant Roberts, I find the sea seen by Mr. Hearne, is laid down in the longitude $240^{\circ} 0'$ east of Greenwich; in Mr. Arrowsmith's charts, Mr. Hearne's track, to where he saw the

sea, is laid down in the longitude $247^{\circ} 45'$ east; you, Mr. Meares, have laid down no track in your chart, but in words thus: "the sea seen by Mr. Hearne agreeable to Mr. Arrowsmith's chart," in the longitude 228° east of Greenwich. In Mr. Arrowsmith's chart, in the longitude of 228° , there is neither Mr. Hearne's track, nor any mention made of his having seen the sea in that longitude; for, the only place on his chart where he has continued Mr. Hearne's track to the north sea, is $19^{\circ} 45'$ to the eastward of where you have thought proper to insert the words, "the sea seen by Mr. Hearne agreeable to Mr. Arrowsmith's chart," and at page 45 of your "Observations on the probable Existence of a North-West Passage, &c." are these words: "This ship enters so far to the east, that she passes by three degrees the western boundary of Mr. Hearne's sea in 72° , (but placed by Mr. Arrowsmith in his chart lately published from Mr. Turner's charts and journals in the latitude $68^{\circ} 15'$ north, and longitude 228° east of Greenwich.") I cannot possibly imagine what motive you could have for the above assertion, for it is evident beyond the shadow of a doubt, that the identical part of the north sea seen by Mr. Hearne, is placed in Mr. Arrowsmith's chart,

chart, *only in the longitude of $247^{\circ} 45'$ east of Greenwich*, and that he was never so far to the westward as 228° east.*

You observe a little farther on, that the reason you had for differing $1^{\circ} 30'$ from Mr. Arrowsmith's chart, as laid down by him from Captain Duncan's survey of the land to the eastward of Queen Charlotte's Isles, was "from a preference I have given to the *corrections* of Captain Douglas, who has fixed these parts of the coast by numerous lunar observations." We have been told in a passage I have already quoted, that, from the time Capt. Douglas left Nootka, to his quitting the Queen Charlotte's Isles, he had *no opportunity of making lunar observations*, there being so thick a fog. These passages are really curious, but you, perhaps, can reconcile them. In regard to the Capes *Mendocino* and *de Mendocino*, you answer, "Captain Cook does not mention any Cape Mendocino in latitude 40° , which Mr. Arrowsmith does: I have therefore, as I conceive, very justifiably mentioned both

* I am exceeding glad to find that Mr. Arrowsmith has it in his power to lay before the public a more correct delineation of the interior parts of North America to the westward of Hudson's Bay, than has yet been given, and that it will shortly appear on his chart of the world.

the Cape Mendocino of Mr. Arrowfinith, in latitude 40° , and the Cape de Mendozino of Captain Cook in latitude $42^{\circ} 30'$ or thereabouts; as for Cape Blanco, I have placed it in latitude $43^{\circ} 30'$, agreeable to Captain Cook, by whose chart I have arranged all that part of the coast."

If you have arranged that part of the coast by Captain Cook's chart, pray, for what reason do you introduce two capes nearly of the same name? I find no such thing in his chart: indeed, after this, I should not be surpris'd if you were to lay down two ports by the name of Sir Francis Drake; you might with equal propriety do one as well as the other, there being a difference in regard to the situation of that port, of $1^{\circ} 30'$ in latitude, between the charts just mentioned.

As to the mistake in my remarks, it is very plain that you resemble the situation of a person drowning, and are glad to catch at any twig, for any person may at once perceive it to be a mistake either of the press or pen; you might also have pointed out another mistake of a similar nature, in the position from Captain Berkeley's chart, where, instead of "south point of de Fear's en-

trance, it should be south point of *de Fuca's* entrance." You next observe, "The interior parts of America, as laid down in my *chart*, come in also for their share of disapprobation. I shall only add with respect to *them*, that they were arranged from the best authorities."

Pray, Mr. Meares, after having (as you say) consulted the best authorities, why do your charts differ so very materially from each other? Should you publish another edition of your work, give me leave to suggest an improvement; which should be an addenda—the title to be—" *All the contradictions and absurdities in the foregoing work, RECONCILED.*"

Next you say, "Having, I trust, very completely fixed the latitude and longitude of your character as a navigator, I shall proceed to lay down, as I hope with tolerable accuracy, the exact position of your commercial excellence. In making my observations on this subject, I must previously remark, that your malignity is so predominant, as to annihilate in you the leading, and, as I should think, the inherent principles of a man of trade. You seem to rejoice that your voyage round the world, *as you call*

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it, for the purposes of commerce, was not attended with the advantages expected to be derived from it. You appear to be proud of the inadequate and disproportioned sale of your cargo at China ; and are, I doubt not, grateful to the Houang merchants of Canton, *for having purchased all your skins at less than half their value*, in order that you might be furnished with a plausible but fallacious argument, against a new branch of commerce ; in which, having failed yourself, you would be glad, as far as your wretched testimony would go, to prevent former adventurers from obtaining the remuneration of their risks and labours ; or to discourage the enterprises of others, whose knowledge, activity, and perseverance, by ensuring success, would fling added disgrace on those who have failed from the want of such essential qualifications."

How far you may have fixed the latitude and longitude of my knowledge or my commercial excellence, must be left for the public to determine, after I have laid before them the remarks I have to make on your statement ; and first, where you say I am grateful to the Houang merchants for purchasing my skins at half their value : I answer, that neither Captain Portlock or myself

self sold any of our 2552 skins, with 434 cub, and 34 fox, to the Houang merchants; we had no such liberty, as by an agreement with the East India Company, signed by Mr. Richard Cadman Etches and Co. and ourselves, we were under a penalty of five thousand pounds sterling, either to sell them to the Company's supercargoes at Canton, at a fair price, or leave them in their hands for sale by commission: we chose to sell, and actually sold them to the supercargoes for 50,000 dollars; well knowing that the money would be more acceptable to our owners, than an account that we had left the furs on commission.

Believe me, Mr. Meares, I do not wish to prevent you, if you are one of the *adventurers*, from receiving the remuneration of your risks and labours; far from it, Sir, I always think the "*labourer worthy of his hire*." Again you proceed, "You state, with an insatuated kind of triumph, that your 2552 sea-otter skins, &c. fetched no more than 54,857 Spanish dollars at the Chinese market; and your statement is made in such a manner, as to infer that it was the *common market price* of that valuable commodity; and that, of course, what has been said by myself
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and others on the advantages of that commerce, is a deception on the public. At the moment you were writing that curious piece of information, or instructing others to write it, you knew that it was founded in falsehood. Nor dare you deny that the low prices given for the articles in question, arose from the contract of your owners with the East India Company, to leave the disposition of your American cargo to the disposal of their servants at Canton, which necessarily gave an additional power to the Houang merchants, those privileged oppressors of European commerce."

"I repeat, those skins did not find any thing like half the price for which other skins have been sold in China, both at the time, and since the period of their sale."

On the above, I shall only observe that our 2552 sea-otter skins, together with the 434 cub, and 34 fox, were sold to the East India Company's supercargoes at Canton for 50,00 Spanish dollars; the remaining pieces of sea-otter, and such other skins as were of inferior value, were sold to different Chinese merchants for 4,857 Spanish dollars; sum total of both the ships cargoes, including some flints, and other trifling articles

was

was 54,857 Spanish dollars. I cannot possibly see how I have deceived the public by stating *matters of fact*. You dare me to deny that the low price of the articles in question arose from the contract of my owners with the East India Company. I have already observed that we were bound by an agreement to sell our furs at a fair price to the supercargoes at Canton, nor have I the least doubt but those gentlemen thought the price a fair one. A little farther,—speaking of Mr. Richard Cadman Etches, you observe: “I desire no better judge than him, between you and me. Nor have I the least doubt but he will be ready to confirm the explanations I am about to give, to use your own phrase, of the *ill success of your commerce*, which arose, among other causes, from the misconstruction your commander and yourself thought proper to put on the licence granted to your owners by the honourable the East India Company, for the disposal of your American cargoes, and the consequent controul assumed by the supercargoes over the sale of them.” Upon my word, Sir, you have found an excellent judge between you and me, “*even a second Daniel!*”

As to the misconstruction, you say, we put on the agreement just mentioned, I think it too plain to bear a misconstruction; indeed, you acknowledge it yourself, when you say, I dare not deny but the low price our skins sold for, was owing to the contract between my owners and the East India Company. You say, "I have good reason to think, Mr. Dixon, that a considerable part of your furs were of a very, if not the most inferior nature, consisting of worn-out garments of the Indians, pieces bedaubed with paint, and sewed together, so as greatly to lessen the supposed aggregate value of your cargo."

The East India supercargoes, Sir, sent the Chinese furriers to examine our cargo, which they did, and cast out all those furs of the quality you describe, which made part of what we sold for 4,857 dollars.

But you ask me, "whether you did not encourage, as far as you had any power to do it, the first opportunity of selling the furs, however disadvantageous to your owners, in order to secure, from all future risk, a certain little advantage you were to receive upon the sale?" As that little advantage you hint I was

to receive, was two per cent. on the *amount of our cargo*, it does not require that depth of commercial knowledge you are possessed of, for any person to find out that it was for my interest the furs should sell as high as possible.

Your next observation worthy of notice, runs thus: "The following statement will, I believe, settle at once the present difference, Mr. Dixon, between you and me. Your 2,552 skins, sold for 54,877 dollars, which is somewhat more than *twenty-one dollars* per skin." This, Sir, is evidently mistating the sale of our skins, for the 2,552 otter skins, with 434 cub, and 34 fox, sold for 50,000 dollars, the remainder, which were thrown out by the Chinese furriers, as I have already related, sold for 4,857 dollars; which makes the sum total, as stated above, 54,857 dollars; so that the 2,552 otter skins, (I shall not take the 434 cub and 34 fox into the account) fetched rather more than 19½ dollars per skin; you know best what reason you have for mistating this business. Again, you say, "my cargo, (carried to Canton when you were there, consisting of 370 skins, 120 of which were of the river-otter, worth only from 8 to 9 dollars each, &c.)" After having given a wrong statement of our furs,

furs, it is less to be wondered at that you should give a fallacious one of your own, as there was less probability of your being detected: but this time you will not escape, as I have now before me Mr. Cox's account of your cargo, (who was appointed by your owners, agent in China, to the Bengal fur society) in which I can only find 48 river-otter, both good and bad, at *six dollars* per skin.

Here I think it necessary to give your actual and probable losses, from your own statement, as I find it in your publication, "A statement *of the actual and probable losses sustained by the associated merchants of London and India by the capture of their ships.*"

MEARES' VOYAGES.

65

ACTUAL LOSSES.

	Span. Doll.
To cash paid the crew of the Iphigenia on their return to China, being near two years wages, and other incidental expences, for which vouchers have been obtained - - -	15,534
To cash paid the crew of the North-West America, being near two years wages on their return to China, for which vouchers have been obtained - -	3,719
To the equipment of the ship Argonaut, for which vouchers have been obtained - -	39,816
To the equipment of the Princess Royal, for which vouchers are ready to be produced	
To 473 sea-otter skins seized on board the Princess Royal, at 100 dollars per skin - -	47,300
Carried forward	<u>106,369</u>

PROBABLE LOSSES.

	Span. Doll.
To the value of the cargo that probably would have been collected by the Iphigenia, 1000 sea-otter skins, at 100 dollars per skin -	100,000
To the value of the cargo which would probably have been obtained by the North-West America, 1000 sea-otter skins, at 100 dollars per skin - - -	100,000
To the value of the cargo that would probably have been obtained by the Argonaut, 2000 skins, at 100 dollars per skin - - -	200,000
To the value of the cargo which would probably have been obtained by the Princess Royal, 1000 skins, at 100 dollars per skin -	100,000
Carried forward	<u>500,000</u>
R	To

ACTUAL LOSSES.

	Span. Doll.
Brought forward	106,369
To 12 sea-otter skins detained for the particular use of Mr. Martinez, at the same valuation,	1,200
To the agents expences in returning to England	2,000
To the insurance on the principal stock at 20 per cent. the usual premium - - -	23,864
To the loss of the officers charts, journals, nautical instruments, cloathing, private goods, &c. the amount of which cannot now be ascertained	
To the amount of all the wages due to all the servants of the associated merchants now in captivity, from the time of their sailing to the time of their return	
To the value of the North-West America, on the Coast of America, - - - -	20,000
Total	<u>153,433</u>

PROBABLE LOSSES.

	Span. Doll.
Brought forward	500,000
To the loss and destruction of the commerce of the associated merchants - - - -	
To the particular loss of the vessel of 30 tons in frame on board the Argonaut, and of the furs she would probably have obtained - -	
Total	<u>500,000</u>

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The reason for my quoting this statement of your "actual and probable losses" will presently appear, as we next find in your pamphlet an account of your skins, and the skins collated by Captain Douglas, in these words: "I arrived at Canton in the Felice, in the month of December, 1788; my cargo consisted of 750 skins. I had not to encounter the controul of the Honourable East India Company's supercargoes, but possessed a free independent power over my cargo, which sold for 38,000 dollars, being something better than 50 dollars per skin. "It may not also be improper to observe, that the Chinese furriers sorted these skins into the following classes:"

" Of the First quality	—	—	100
Second ditto	—	—	200
Third ditto	—	—	200
Fourth ditto	—	—	90
Fifth ditto	—	—	120
Sixth ditto	—	—	40"
TOTAL			750

How

How could you, Mr. Meares, after estimating sea-otter skins in your "probable losses" at 100 dollars each, give an account of their selling for 50 dollars per skin! but I have done; my business is to state FACTS, and leave a discerning public to comment on them. You here give us a statement of your own furs in China, which I find sold on an average, for about half the sum you have averaged them at in your probable losses; for, I cannot for a moment suppose, that *all* the skins you imagine each vessel would procure, were to be of the first quality; especially as we find, from *your own statement* just quoted, that you had not quite *one in seven* of that description: but to put this matter beyond a doubt, you acquaint us that you are favoured with a letter from Canton, informing you that they had received 72 of *those identical skins* which are stated by you in "the probable losses" to be worth *one hundred dollars per skin*, but which actually sold for no more than *fifty-five dollars and half per skin*. Your own statement, in my humble opinion, clearly proves your fallacious reasoning on this business.

Farther you say, "I shall also add another circumstance relative to this cargo, as it is in point to the general question."

“ The Chinese furrier, who had bought the whole of it for 38,000 dollars, being apprehensive that the hoppo, or comptroller of the customs, would exercise his arbitrary power, in taking such of the skins as he might chuse at his own price, if he knew of the sale, requested that it might not be immediately divulged; in consequence of which the hoppo came on board the Felice, and selected eight of the best skins and twenty of the finest tails: for the former he paid me 250 dollars each, and for the latter 15 dollars each; which I, of course, allowed the Chinese merchant on completing the contract between us.”

Here we find something worthy notice. It seems the merchant who bought your skins, requests the bargain may not be immediately divulged, for fear the hoppo should exercise his arbitrary power, in taking such skins as he might chuse, at his own price; but, notwithstanding this, the hoppo immediately comes on board the Felice! Pray, Mr. Meares, who informed the hoppo of this bargain of yours with the merchant, for we are given to understand, it was a secret between yourselves? And what might be the reason you did not sell the remaining 92 skins of the first quality, at the same price this arbitrary comptroller of the customs

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thought proper to give you for those 8 which he had? as in that case, the 100 skins of the first quality must have sold for 25,000 dollars; and you had of the second quality 200, which, at half the above price, would have fetched 25,000 dollars more; total for skins of the first and second quality, 50,000 dollars; to say nothing of the tails, and skins of the third, fourth, fifth, and sixth qualities. I am afraid, Sir, your *commercial* knowledge was then in its infancy, or at least not so completely matured as it is at present, for you certainly let the Chinese merchant lay an anchor to windward of you in this transaction.

After a long quotation from the account of my voyage, at the latter part of which is the following passage, "*some of the refuse which they had left for us to dispose of sold for considerable advantage*;" I meet with the following note—"Whether they were considered as among the refuse I know not, but a small lot of those skins were sold by your commander to a China merchant at 100 dollars per skin." In the account sales of our furs in China, which is now lying before me, I find a lot of sundry odd pieces of sea-otter which sold for 100 dollars, so that it is perfectly clear you have added the words "*per skin*" in the above curious note; indeed,

deed, this is only one of the many instances I have had occasion to notice, where you have shewn yourself a complete master of the rule of addition. I shall now leave the commercial part of your *candid and very interesting* answer to the judgment of the public, and proceed to offer a few remarks on that part of it, where you quit "the cause of the North-West American commerce, and take up your own." You observe, that I suggest you divided amongst your people, part of the skins you carried to China, and also sold some on your own account; after which you proceed, "and with the most entire satisfaction I inform you, that I did both one and the other." Instead of giving me this information, Mr. Meares, which, by the bye, is *rather premature* at present, it perhaps would have been equally as consistent, had you communicated it to Messrs. Cox and Beale, who were appointed agents to your vessel at Canton, by the gentlemen of the Bengal fur society: indeed, Mr. Beale informed me that you had on your arrival at Canton, divided some skins amongst your people, as a recompence for their sufferings in Prince William's Sound, but not a word transpired about your selling any furs on your own account, until Mr. Dormer, purser of the Nottingham East Indiaman, through whose medium the skins were sold, informed him of the transaction; this piece of information *rather* surpris'd

surprised him, but he perhaps did not know that your voyage was only “ *a patriotic experiment in favour of British commerce ; that the proprietors consigned it to your unlimited and independent command ; shackled it with no conditions, but made you as much master of the whole equipment, as if you had prepared it at your own cost and expence.*” After knowing that this power was given you, I for my own part, am surprised that you should render Messrs. Cox and Beale an account of any part of your cargo. I beg leave just to remark, that this experiment seems rather to have been an unlucky one, and I fear the balance was found to be *against*, instead of “ *in favour of British commerce :*” that “ *patriotic spirit*” which first suggested the voyage, and afterwards put it in execution, was certainly evaporated by the *experiment*, for I never heard of its being renewed.

Having, as you flattered yourself, “ settled the opinion which every impartial reader will entertain of my pamphlet, in the principal objects of it ;” you proceed, “ As I feel a wish, however, that the confutation should be complete, I shall condescend to remark upon the petty observations and subordinate charges which form the remaining part of that publication.” I am much obliged to you, Mr. Meares, for this condescension ;

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but whether you have succeeded, or will succeed, rests not, I presume, with you, but with an impartial and discerning public.

The charges now alluded to, probably may be of a subordinate nature; as you, however, have *condescended* to notice them, I surely cannot pass over them in silence.—You mention my having supplied Taheo, the King of Atooi, one of the Sandwich Islands, with arms, ammunition, &c. from the authority of Captain Douglas.

I only here can positively assert, as I already have done, that I never either traded, or gave away to an Indian in my life, either musquet, pistol, or grain of powder, and I defy any person whatever to prove the contrary.

You say, “It is not the matter of trading away musquets, pistols, or weapons, but the motive for so doing,” at the same time you own that you “furnished certain of the chiefs of the Sandwich Islands with arms and ammunition, in order to defend themselves against their enemies, and thereby to secure their friendship

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to the *future interests of British commerce.*" In answer to this, I aver, that whatever motive might induce you, or any other person, to do any thing of this kind, it could not possibly be productive of any good effects; for it is from their dread of fire-arms, and that alone, that we are enabled to trade amongst them with safety; that terror being once done away, by their familiarity with the weapons in question, they would soon be able, from their numbers and courage, to seize any vessels that might go to trade with them.

You confess firing a four-pound shot on shore at Oncehow, but that it was a very innocent one, and only intended to fright the natives. Pray, Sir, did you fire only *one* of these *innocent play-things* on shore? Had that been the case, I can hardly imagine the natives would have brought several of them the day afterwards to Mr. Ross, and some of your people who were on shore.

Another of your observations on my *subordinate* charges runs thus, "I agree with you that a time-piece is not of the least utility at sea, unless a sight can be obtained both of the horizon and the

sun. Nor do I retract the declaration, which seems to alarm your nautical experience, "that during a season of *continual* fog, my time-piece had proved of real service to me." For, I believe it is known to every seaman, that, in weather which may be properly called a continual fog, those momentary gleams of sun appear, and transient views of the horizon are obtained, to which the instrument in question may be applied with the greatest utility."—I shall here first quote what you say on this subject in your publication, and afterwards take the liberty of adding a remark on it.—In your Introductory Voyage, page 4, are these words: "After leaving the latitude of 25° north, we had one *continual* fog, which was oftentimes so thick, that it was impossible to see the length of the vessel:" and a little farther in the same page, "It had indeed been *one continued* fog ever since we crossed the latitude of 35° ; and from that time we had not been able to make more than two observations; we very fortunately had a time-piece on board, which proved of the greatest utility." Your expressions of "*one continual*" and "*continued fog*," will, I am afraid, scarcely admit of either "*momentary gleams of the sun*, or *transient views of the horizon*"; but, admitting you for a moment, to be in possession both of one and the other, there is still

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"one thing needful," Mr. Meares, though you seem to have forgot it, and that is the LATITUDE; WHICH YOU MUST HAVE, as well as "*transient views and momentary gleams,*" before your TIME-PIECE CAN BE APPLIED WITH ANY UTILITY: but this charge, being merely a *subordinate* one, can have no effect on a Gentleman of your "*professional merit.*"

You next proceed to observe, that "Whether skin or wooden canoes are in use from the straits of the two continents along the coast, as far as Cape Edgecumbe, is a matter of too little consequence to merit an investigation. When I am convinced from some better authority than yours, that I am mistaken in my account, in favour of the former, I will correct the error."—If you thought this matter of so little consequence, why did you first mention it? I took notice of it, as it serves to mark, and that with a considerable degree of precision, how far the different tribes stretch along the coast. The wood canoe, which I presented to Sir Joseph Banks, and which is now in his possession, I brought from Port Mulgrave; but, as *my* word seems to have little weight, you may, by calling on my bookfeller, Mr. Stockdale, have it on the *oath* of several of my people, and that they never saw a skin canoe

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at that place. As to your remarks on my bookseller's catalogue and large margin, the latter, I find, was made to correspond with the margin of your own work ; and, in regard to the former, I only can say, that had you understood your profession, as well as he does his business, there would have been no necessity for my remarks on your voyages.—I shall just make an observation on these words :—" The probability of a North-West Passage, for which I contend, appears to be a stumbling block of great offence to you."

It is not merely your contending for a North-West Passage that I have taken notice of, but the contradictions and misrepresentations you make use of in the arguments produced by you in support of the passage so long looked for. And here let me beg your indulgence, if I digress for a moment, and offer my own ideas on the subject. I should be sincerely glad if the existence, or non-existence of the passage in question, was fully determined ; but this, in my humble opinion, will never be found in a lower latitude (at least some part of it) than 72° north, and, perhaps, much higher. As to there being a sea, or a large body of water behind Nootka, I have no doubt, as Captain Duncan informed me, that

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when he was at anchor in the Straits of Juan de Fuca, he found the tide of flood set out of the Straits to the westward; but how far this sea or body of water may be found to the north and east, is yet to determine. Should Government send any more ships to survey the coast, I am in great hopes the examining this place will be a particular part of the commanding officer's instructions. The vessel most proper for a survey of the kind, would be a small one, of about fifty tons burthen, coppered and schooner rigged; she should be constructed in such a manner, as to use at least four oars or sweeps on each side, for the purpose of clearing the shore or rocks, when the wind leaves her close in with either, as will frequently be the case under high lands, when, at the same time, there will be no anchorage. Such a vessel as the above might be sent out in company with a larger; the smaller one to have fifteen hands and a master, who would be able to navigate her at three watches; the place appointed for a rendezvous, in case of separation, Berkley's Sound; at which place the tender might be reinforced with as many more men as would be necessary, not only to make a complete survey, but prevent the natives from boarding her.—I would wish to make one observation for vessels coming to the Western Coast of America round Cape Horn, which is, that

should they not want to fall in with the coast before they get into the latitude of 43° or 44° north, I would advise them, after rounding the Cape, to shape a course for the Marquesas, by the way of Easter Island, at which place some small refreshments may be got. After having taken in wood and water, and what other refreshments are to be had at the Marquesas, they might, if necessary, touch at the Sandwich Islands on their way to the coast. By this route, they would not only be enabled to prevent the fatal effects of the scurvy, but, in all probability, make a shorter passage, by avoiding those variable winds and rains, which are found to prevail more to the eastward; these I not only have experienced, but we find it mentioned in Anson's Voyage round the World.

And now, Sir, I wish to take my final leave of you. It has been insinuated, that what I have said respecting your publications, arose as much from private pique, as from a wish to correct your misrepresentations, but this I absolutely deny; I never had any quarrel whatever with you, Mr. Meares: my *only* motive for first making remarks on your publication; and now, for replying to your *Answer to those Remarks*, has been a desire to
correct

correct your mis-statements, and to shew the public how easily they may be misled by specious, though fallacious arguments: at the same time, let me recommend you, in future, to employ a person who is *master of his subject*. Men are readily to be found, who can write in easy language, and with a flow of words on *every subject*, without being masters of *any subject or science whatever*.

GEORGE DIXON.

James Street, Covent Garden,
February 12, 1791.

T H E E N D.

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JOHN MEARES, Esq.

By **CAPTAIN DIXON.**

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The following is the SUBJECT of the PLATES—With a Reference to the Work.

PLATE I.

Title Page to Vol. I. with a beautiful Vignette, composed of the Wreck of a Ship.

SUBJECT OF PLATE II.

Frontispiece to Vol. I. Robinson Crusoe taking leave of his Father and Mother.

"My father was a wise and grave man; gave me serious and excellent counsel against what he foresaw was my design. He called me one morning into his chamber, where he was confined by the gout, and expostulated very warmly with me upon this subject." See page 2.

SUBJECT OF PLATE III.

Robinson Crusoe shipwrecked and clinging to a rock.

"I recovered a little before the return of the wave; and seeing I should be covered again with the water, I resolved to hold fast by the piece of the rock." See page 56.

SUBJECT OF PLATE IV.

Robinson Crusoe upon his raft.

"Having plundered this of what was portable and fit to hand out, I began with the cables; and cutting the great cable in pieces, such as I could move, I got two cables and a hawser on shore, with all the iron-work I could get; and having cut down the sprit-sail yard, and the mizen-yard, and every thing I could to make a large raft, I loaded it with all the heavy goods, and came away." See page 69.

BOOKS Printed for J. STOCKDALE.

SUBJECT OF PLATE V.

Robinson Crusoe at work in his cave.

"I made abundance of things even without tools, and some with no more tools than an adze and a hatchet, which, perhaps, were never made before, and that with infinite labour." See page 84.

SUBJECT OF PLATE VI.

Robinson Crusoe discovers the print of a man's foot.

"I was exceedingly surpris'd with the print of a man's naked foot on the shore, which was very plain to be seen in the sand. I stood like one thunderstruck, or as if I had seen an apparition; I listened, I looked round me, I could hear nothing, nor see any thing." See page 194.

SUBJECT OF PLATE VII.

Robinson Crusoe first sees and rescues his man Friday.

"Having knocked this fellow down, the other who pursued him stopped, as if he had been frightened; and I advanced apace towards him; but as I came nearer, I perceived presently he had a bow and arrow, and was fitting it to shoot at me; so I was then necessitated to shoot at him first, which I did, and killed him at the first shot." See page 256.

SUBJECT OF PLATE VIII.

Robinson Crusoe and Friday making a boat.

"I shewed him how to cut it out with tools, which, after I had shewed him how to use, he did very readily: and in about a month's hard labour we finished it, and made it very handsome." See page 287.

SUBJECT OF PLATE IX.

Robinson Crusoe and Friday making a tent to lodge Friday's father and the Spaniard.

"Friday and I carried them up both together between us; but, when we got to the outside of our wall or fortification, we were at a worse loss than before, for it was impossible to get them over; and I was resolved not to break it down, so I set to work again, and Friday and I, in about two hours time, made a very handsome tent, covered with old sails, and above that with boughs of trees." See page 304.

P L A T E X.

Title to Vol. II. with a beautiful Vignette, composed of Robinson Crusoe's Implements of Husbandry.

SUBJECT OF PLATE XI.

Frontispiece.—Robinson Crusoe's first Interview with the Spaniards on his second landing.

"First he turned to me, and pointing to them said, These, Sir, are some of the gentlemen who owe their lives to you; and then turning to them, and pointing to me, he let them know who I was; upon which they all came up one by one, not as if they had been sailors, and ordinary fellows, and I the like, but really as if they had been Ambassadors or Noblemen, and I a Monarch or a great Conqueror." See page 42.

SUBJECT OF PLATE XII.

The Plantation of the Two Englishmen.

"The two men had innumerable young trees planted about their hut, that when you came to the place nothing was to be seen but a wood; and though they had the plantation twice demolished, once by their own countrymen, and once by the enemy, as shall be shewn in its place; yet they had restored all again, and every thing was flourishing and thriving about them." See page 90.

SUBJECT OF PLATE XIII.

The two Englishmen retreating with their wives and children.

"Now, having great reason to believe that they were betrayed, the first thing they did was to bind the slaves which were left, and cause two of the three men, whom they brought with the women, who, it seems, proved very faithful to them, to lead them with their two wives, and whatever they could carry away with them, to their retired place in the woods." See page 96.

SUBJECT OF PLATE XIV.

The Spaniards and Englishmen burning the Indian boats.

"They went to work immediately with the boats; and getting some dry wood together from a dead tree, they tried to set some of them on fire, but they were so wet that they would scarce burn; however, the fire so burned the upper part, that it soon made them unfit for swimming in the sea as boats." See page 113.

SUBJECT OF PLATE XV.

Robinson Crusoe distributing Tools of Husbandry among the Inhabitants.

"I brought them out all my store of tools, and gave every man a digging spade, a shovel, and a rake, for we had no harrows or ploughs; and to every separate place a pick-axe, a crow, and a broad axe, and a saw." See page 134.

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SUBJECT OF PLATE XVI.

A View of the Plantation of the three Englishmen.
 "Upon this he faced about just before me, as he walked along, and putting me to a full stop, made me a very low bow; I most heartily thank God and you, Sir, says he, for giving me so evident a call to to blessed work." See page 151.

PLATE XVII.

Head of De Poe to face the Title of the Life.
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